

March 23.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Diana, via Boston.
Sch. Orinoco, via Boston, 35,000 lbs. fresh fish.
Sch. Teaser, Georges, 4000 lbs. salt cod, 10,000 lbs. halibut.
Sch. Conqueror, via Boston.
Sch. Mary E. Silveira, shore.
Sch. Elsie R. Rowe, shore.

Vessels Sailed.

Today's Fish Market.

These prices are based on the last known sales.

Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.

Salt hake, \$1.00.

Salt haddock, \$1.50.

Salt cusk, \$2.25.

Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.

Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.

Fresh halibut, 8 cts. per lb. for white and 5 cts. for gray.

Boston.

Sch. Tecumseh, 2500 haddock, 4500 cod.

Sch. Teresa and Alice 2500 haddock, 500 cod.

Sch. Winnifred 30 haddock, 800 cod.

Sch. Metamora, 100,000 haddock, 15,000 cod, 15,000 cusk, 2500 halibut.

Sch. Juno, 38,000 haddock, 7000 cod.

Sch. Robert and Arthur 45,000 haddock, 10,000 cod.

Sch. Etta Mildred, 6000 haddock, 500 cod.

Haddock, \$1.60 to \$2.75; large cod, \$2.75 to \$3.25; market cod, \$1.50 to \$2.

Fishing Fleet Movements.

Sch. A. M. Nicholson was at Tarpaulin Cove last Monday.

Capt. James Ellis will command sch. Nellie Dixon of Boston in the southern mackerel fishery.

Capt. Thaddens Morgan is expected here today to take command of sch. Constellation for the southern mackerel fishery.

Sch. W. E. Morrissey was at Halifax, N. S., this week.

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Mr. Kippen, in his letter, says that they reached there all well and in good spirits and were well received. Anacortes is a place of 4000 inhabitants. It has five bar rooms and they are open all night. The party in its trip out crossed the Rocky Mountains in the day time and the scenery was something grand.

Mr. Kippen is going cook of the three-masted schooner Joseph Russ, whose captain is an old Cape Codder, and many of the Gloucester party are going in the same vessel. He says that he is to get \$90 per month and two cents for every fish he catches. He also says, including a list of the food outfit of the craft, that the crew does not have to pay for any of it. He expects that the vessel will be back with a full trip by the last of June, and like everybody else who goes away from Gloucester, he wants the papers sent him so that when he gets back he can see what has been going on at home.

The sheet enclosed in Mr. Kippen's letter shows the following supply outfit for the Joseph Russ:

200 lbs. bacon, 300 qts. beans, 1000 lbs. butter, 20 lbs. baking powder, 200 lbs. corn meal, 150 lbs. cheese, 300 lbs. coffee, five gallons catsup, one sack carrots, one crate cabbage, 5 lbs. cream tartar, six cases coal oil, one lb. cayenne pepper, one case candles, 15 cases canned corn, two cases canned cabbage, 16 cases canned peas, 15 cases canned tomatoes, 6 cases canned lunch tongue, 12 cases canned roast beef, one case cocoa, 32 oz. curry powder, 100 lbs. dried green peas, 100 lbs. dried apricots, 200 lbs. dried apples, 50 lbs. dried currants, 50 lbs. dried peaches, 150 lbs. dried prunes, 150 lbs. dried raisins, 72 dozen eggs, 32 oz. extract lemon, 32 oz. extract vanilla, 80 sacks flour, 10 sacks whole wheat flour, 1-3 fore quarter beef, 1-4 hind quarter beef, one carcass mutton, 1-2 half carcass pork, one case Gold Dust washing powder, one case ground allspice, one case ground clove, two cases ground cinnamon, one case Germea, one dozen ground ginger, six lbs. mustard, one lb. mace, one lb. nutmeg, seven lbs. pepper, one lb. sage, 550 lbs. ham, two lbs. hops, six 30 lb. cases jelly, four lbs. condensed lye, 17 cases condensed milk, 50 lbs. macaroni, three tins matches, four sacks onions, 50 lbs. pearl barley, 10 gallons pickles, 70 sacks potatoes, 180 lbs. pilot bread, 100 lbs. evaporated pears, six brushes, three stacks rice, two bbls. rolled oats, 10 sacks rye flour, 50 lbs. sago, 10 bbls. salt beef, two bbls. salt pork, 150 lbs. split peas, 19 sacks granulated sugar, two sacks brown sugar, 10 lbs. soda, 100 lbs. salt, 20 gals. syrup, one case corn starch, six cakes Sapolio, one case Fels Naptha soap, 50 lbs. tapioca, two doz. tar soap, 30 lbs. tea, one sack turnips, one pound thyme, 10 gals. vinegar, 25 lbs. vermicelli, five gallons Worcestershire sauce, 10 lbs. washing soda, one case yeast, 100 lbs. brown beans and 50 lbs. Lima beans.

On Wednesday, George A. Johnson & Co. of Duncan street, who shipped the men for the Robinson Fisheries Co., received a large group photograph of the party taken on the wharf at Anacortes. The group is a fine one and every face is clear and distinct. Mr. William F. Robinson, president of the company, is in the centre of the group, and such well known men as Jerry McGrath, Charles Hines, Hinckley, Carrigan and others show up conspicuously.

Mr. Kippen's letter was dated at Anacortes, March 16, and stated that they expected to sail then any day, so by this time they are probably off on their voyage to the Pacific codfish banks. The Russ, which is a three-master, carries over 30 fishermen.

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CHARLES H. PEW DEAD.

Well Known Fish Merchant Passed Away This Forenoon.

Mr. Charles H. Pew, one of Gloucester's best known fish merchants, a member of the firm of John Pew & Son, passed away at his residence on Pleasant street this forenoon. He had been in ill health for some time.

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DOGFISH BILL.

Will Probably Be Reported Favorably by Committee.

Question of Appropriation May Be Source of Trouble.

(Special to the TIMES.)

Washington, March 12.—Congressman Greene, chairman of the sub committee of the merchant marine and fisheries committee of the house, expects to report the dog fish bill back to the full committee early next week. Mr. Greene is quite confident that the recommendations of his sub-committee will be accepted by the full committee and that the bill will be reported to the house in the near future. The appropriation carried with the bill, \$25,000, will be taken care of on the sundry civil bill in case the main bill is passed first. If the promoters of the latter, however, are not able to get it up in the house before the sundry civil bill is reported, any appropriation for the project tacked on to the sundry civil bill in the house will be subject to a point of order, and as there is always some member anxious to pose as the watch-dog of the treasury, these points of order are usually made when the opportunity offers.

The rules of the senate, however, do not prevent appropriations which come under new legislation, and whether the bill which the fish commission have drawn up passes the house and senate or not, it will be in order to tack the appropriation for \$25,000 on the sundry civil bill when it goes over to the senate. If it passes that body, the fight will come on the appropriation when the bill goes into conference.

Congressman Gardner appeared before the sub-committee on light houses of the interstate and foreign commerce this week in support of his bill providing for a new light at Baker's island, Salem harbor. This bill is endorsed by all the mariners' associations along the Massachusetts coast, and an appropriation for the establishment of the new signal is likely to be included in the omnibus lighthouse bill which will be reported to the house a little later in the session.

W. W. LUFKIN.

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ON THE WAYS.

Sch. Bohemia Recently Ashore To Repair at Halifax.

Towed There by Canadian Steamer Lady Laurier.

Sch. Bohemia of this port, recently ashore at Whitehead, N. S., harbor and floated, somewhat damaged, was towed to Halifax yesterday by the Canadian government steamer Lady Laurier. She was immediately hauled out on the ways, alongside sch. Ella M. Goodwin of this port, for repairs.

THE FOOD THEY CARRY.

Supply Sheet of Anacortes Three Masted Banker.

Many of the Gloucester Party Will Sail on Her.

A letter from Mr. Lambert Kippen to Mr. Howard Blackburn of this city tells of the safe arrival of the 40 Gloucester fishermen at Anacortes, Washington. These men left here two weeks ago yesterday, and beyond the word of their arrival, nothing has been heard from them.

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CONSOLIDATION OF FOUR FISH CONCERNS

Greatest Union of Interests Ever Undertaken in This City.

"GORTON-PEW FISHERIES COMPANY" THE NAME OF THE NEW ORGANIZATION.

Slade Gorton & Co., John Pew & Son, David B. Smith & Co. and Reed & Gamage the Firms Absorbed.

An event took place this forenoon that has no parallel in the history of the fish business of Gloucester, the largest fish producing port in the United States and the second largest in the world.

At the private office of David B. Smith & Co., the members of four of the largest fish concerns in the city held a final meeting and put the completing touches on a plan of consolidation on which they have been at work for some time.

The meeting was one of great importance, not only to the concerns represented, but to the whole city as well, for, in the end, all will see the benefit of the move.

At the meeting were John J. Pew and John K. Dustin of the firm of John Pew & Son, Nathaniel L. Gorton, Thomas S. Gorton and Thomas J. Carroll of the firm of Slade Gorton & Co., Charles A. Reed and Charles H. Gamage of the firm of Reed & Gamage, and David B. Smith and Benjamin A. Smith of the firm of D. B. Smith & Co.

These four concerns have decided to consolidate and the plan of consolidation was finally decided upon this forenoon. All the details were arranged and then the carefully kept secret of weeks was given out.

Regarding the new concern, which will be known to the business world as the Gorton-Pew Fisheries Co., a TIMES representative had an interview with Messrs. Carroll, Benjamin A. Smith and Dustin this forenoon.

These gentlemen, in speaking of the consolidation, said that first and foremost, the object of the coming together of the four great concerns was to create new markets for cod-fish. They realized that the time had come when new ideas must be adopted to develop the fish business, and accordingly had made this move of consolidation.

Their experience had shown them that in any line of business, the concerns which did not adopt progressive and modern lines of business had gone down, while those which succeeded were those who realized the progressive trend of events and met them.

They wished it distinctly understood that this consolidation was in no sense of the word a fish trust, as their plan of future action was farthest from that. They believed that many more markets could be found for their products that better prices could be paid and better prices realized. The consummation of these meant not only prosperity for themselves but better conditions for those who caught and worked on fish.

They believed that the step they were taking was not only for their own advantage, but for the material advancement of Gloucester. They intended to experiment along all lines and boom Gloucester. They believed that by thus consolidating, they could obtain the best results.

It was easy to see from the conversation which the TIMES representative had with the representatives of the new company that all were imbued with the idea that they had taken a great progressive step in the history of the fishing business, and that each and every one of them had the greatest faith that it was the best thing to do for all concerned.

It would be difficult to imagine a more forcible combination than that just effected. The firm of John Pew & Son, the oldest in the city in the fish business, has a proud record of over a century in the fish producing and packing; David B. Smith & Co. are known as the biggest wholesale producers of fish on the coast and the owners of the largest fleet of vessels from any port on the Atlantic coast; and the fame of Slade, Gorton & Co., and Reed & Gamage as packers of fish is too well known to need extended notice. Wherever fish is sold or eaten, these names are by-words.

The consolidation will enable these firms or rather the new concern, to greatly increase the scope of its business, and the combined capitalization is estimated at \$1,500,000, if not more. Each firm will continue its business as heretofore at its own place of business, while the general manager will have an office in the center of the city.

The plan of consolidation has been agreed upon in every particular and the concerns will all share in the profit or loss of the new organization. Beside combining the vessel and fish packing business of the concerns, the consolidation also includes the big salt importing trade of the firm of John Pew & Son.

It is a noteworthy fact that previous to this, the firms of Slade Gorton & Co. and Reed & Gamage & Co., although fish packers of the front rank and not interested in vessel property, now, by this consolidation, become vitally interested in the largest fleet of vessels on the Atlantic coast.

The new concern will have a fleet of 39 vessels, 24 now going from the firm of David B. Smith & Co. and 15 from John Pew & Son making the largest fleet of fishing vessels operated by any concern on the Atlantic coast. Combined with this are the two largest fish packing concerns on the coast, so it can be seen at once that the consolidation of four such concerns is an event of importance not only to themselves, but to the city of Gloucester and the fishing interest of the world in general.

The consolidation of this quartette of big concerns means much. Each and every one of the component parts is known the country over as a leader, a concern of reliability and progression in the fish business. Everwhere fish is sold the names of Gorton and Reed & Gamage are familiar, while Smith and Pew are familiar names at any port along the Atlantic coast where a vessel has ever been.

It is an ideal coming together of great fish concerns, a blending of the securing, handling and distribution of fish. It means much to Gloucester and it also means much to the concerns interested. The material is there for not only their own advancement, but the advancement of Gloucester, and when the name of Gloucester is used, it means the fishermen as well as those who labor on fish ashore, as well as the city in general.

The name of the consolidated concern is Gorton-Pew Fisheries Co., and the officers are as follows:

President, John J. Pew; vice presidents, David B. Smith, Charles H. Gamage; secretary, Nathaniel L. Gorton; treasurer, John K. Dustin; general manager, Thomas J. Carroll; assistant general manager, William T. Gamage; manager of vessels, Benjamin A. Smith; assistant manager of vessels, Harry G. Pew; executive committee, Thomas J. Carroll, Charles A. Reed, Nathaniel L. Gorton, Benjamin A. Smith, David B. Smith; directors, John J. Pew, John K. Dustin, Thomas J. Carroll, Thomas S. Gorton, Charles A. Reed, Charles H. Gamage, Benjamin A. Smith, David B. Smith, all of this city, and Walter Irving Bigelow of Boston; New England sales manager, Thomas S. Gorton.

The fleet of vessels which the new concern will control comprises schs. Alice R. Lawson, Carrie W. Babson, Dora A. Lawson, Edwin B. Holmes, Fanny A. Smith, Flirt, Gossip, Grace Otis, Hattie L. Trask, Helen F. Whitten, J. J. Flaherty, Lucinda I. Lowell, Margie Smith, Maxine Elliott, Pauline, Priscilla Smith, Pythian, Ralph Russell, Senator Gardner, Smuggler, Tattler, W. B. Keen, Teaser, Eglantine, Jubilee, Kineo, Marsala, Mary F. Curtis, Orinoco, Patriot, Priscilla, Sceptre, Sheffeyld, Thalia, Vigilant, Volant, Athlete, and others.

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MAKES HALIBUT RECORD.

Steamer Sepora Lands 500,000 Pounds in Three Weeks.

Half That Amount on Last Trip of But Six Days.

The steamer Sepora, of the American Halibut Company and fishing on the Pacific halibut grounds, has made a record for two trips which has never been equalled. On her trip before the last, she came in with 250,000 pounds of fresh halibut, the largest single fare ever landed, and as the bad weather bothered her, she was almost two weeks gone.

On her last trip, she did as well and even better. She steamed to the fishing grounds in two days and in the two days following caught 250,000 pounds of halibut, the greatest halibut fishing on record in that length of time. Then she dusted for home, took two days to make the passage, and in six days from the time she left, was at her wharf taking out her big trip.

March 24.

DISASTERS ON SEA.

Eighty-Five Lives Lost During the Past Winter.

FIFTY-FOUR SHIPS WRECKED.

Missing Vessels and Men Will Increase the List.

Boston, March 24.—Landsmen, remembering what a comparatively mild winter has just passed on shore, little realize what a terrible season it proved at sea. Even a recollection of the un-
numerous tales of shipwrecks and sufferings of mariners recounted in the newspapers hardly prepares one for the grim story told in the winter's summary for the New England coast and the maritime provinces.

Noting only the actually known losses of men and ships, without taking cognizance of the vessels and men missing, of whom a certain percentage never again will be heard from, this report states that a total of 85 lives and 54 ships, with property amounting to hundreds of thousands of dollars, were sacrificed to shipping in the winter season, which ended officially on Wednesday.

Cape Cod, commonly the scene of numerous wrecks, was unusually free from fatalities up to last Monday's blizzard. Many vessels were driven ashore, but, with few exceptions, were saved, with little accompanying loss of life. In this week's storm, however, at least three vessels were lost on the cape, and others were driven ashore where there was some chance of saving them.

The coastwise and fishing fleets, as usual, have been the greatest sufferers. Of the 54 vessels wrecked, 37 have been sailing craft. Nine steamships and eight barges complete the list. Ships flying the British flag lead those of other nations in the list of fatalities, with a total of about 27, against 15 of American register, and a sprinkling of Norwegian, German and Swedish craft.

By far the worst disaster in this territory was the foundering of the steamer British King, off Sable Island, on March 11, on a voyage from New York to Antwerp, when it is estimated that at least 18 and possibly 26 out of a crew of 56 lost their lives. The correct figures will probably never be known as there were said to have been desertions before the ship sailed.

The season of storm and shipwreck commenced gruesomely in November, when the Norwegian steamer Turbin struck the rocks off Clark's Harbor, N. S., and in sight of persons on shore struck and held for a brief moment on the ledges, then surged forward on the crest of a huge wave and disappeared with her crew of 14 men. In less than a fortnight after the Turbin tragedy the British steamer Lunenburg struck the rocks in a heavy storm off Amherst Harbor, Magdalen islands, and 12 out of a crew of 17 perished. From then on scarcely a week has passed without its story of wreck and hardship and Boston has been the port of entry for many a vessel bringing thrilling tales of hardship and heroism.

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Nantucket has been the centre of most of the New England coast storms, and the lightships on that station have had a fearful winter. In a gale Dec. 10 relief lightship No. 58 was torn from her moorings. Anxious search was made by three government ships, one of which came up with the storm-driven craft and had barely time to take off her crew before the vessel plunged to the bottom. The ship sent to take the place of the one which sank had hardly less trying weather, and during the series of storms early this month one sailor became insane on account of the incessant tossing of the station ship.

Reports that have come in since the blizzard early in the week cause fear that the lists of casualties may be greatly increased. There has been no day without its story of disaster. Many vessels are overdue and the actual fate of many of them may not be learned for several weeks, at least, and in some instances may never be known.

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FOSTER'S WEATHER.

Prophet Predicts Great Rise in Temperature After Tuesday.

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Washington, D. C., March 24.—Last bulletin gave forecasts of disturbance to cross continent 21 to 25, warm wave 20 to 24, cool wave 23 to 27. Next disturbance will reach Pacific coast about 28, cross west of Rockies by close of 29, great central valleys 30 to April 1, eastern states 2. Warm wave will reach Pacific coast about 28, cross great central valleys 30, eastern states April 1. Cool wave will cross west of Rockies about 31, great central valleys April 2, eastern states 4.

This disturbance will be about normal in all its features except that temperatures will average lower than usual and very much lower than those of the two preceding weeks. This cold spell will extend to most parts of this continent and will not be good for growing crops, particularly for early gardening and winter wheat. But a great rise in temperatures is in prospect for first week in April that will carry the opening crop-weather far northward. I will give general forecast for April in next bulletin.

About and immediately following March 24, one of the most severe storm periods of the month may be expected. A cold wave of large dimensions and more than usual severity will carry frosts far southward not far from March 27 and then will come a great rise in temperatures generally.

March 26.

CODFISH HAVE STRUCK.

Schools Later Than Usual in Coming on Georges.

The codfish school has struck on Georges. The fish are later in coming on than last year, indeed it is later than for many years past. Capt. Daniel McKay of sch. Kentucky, which arrived here this morning, has about 20,000 new fresh cod, together with 50,000 pounds of haddock. He reports speaking schs. Pauline, Hattie L. Trask, Norman Fisher and W. H. Moody on Georges, and all appeared to be on good fishing.

March 24.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Metamora, via Boston, 80,000 lbs. fresh fish.
Sch. Agnes, Grand Bank, 28,000 lbs. halibut.
Sch. Cecil H. Low, Georges, 5000 lbs. salt cod.
Sch. Alcina, via Portland.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$4.10 per cwt. for large, \$3.50 for medium.
Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.
Salt hake, \$1.00.
Salt haddock, \$1.50.
Salt cusk, \$2.25.
Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.
Newfoundland frozen herring for bait, \$3.00 per cwt.
Shore frozen herring, for bait, \$2.50 per cwt.
Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.
Fresh halibut, 8 cts. per lb. for white and 5 cts. for gray.

Boston.

Sch. Richard J. Nunan, 6500 haddock, 200 cod.
Sch. Mary E. Cooney, 10,000 haddock, 1000 cod.
Sch. Albert Geiger, 5000 haddock, 4000 cod.
Sch. Albert W. Black, 3000 haddock, 500 cod.
Sch. Rita A. Viator, 3000 haddock.
Sch. Mary Edith, 7000 haddock, 500 cod.
Sch. Manomet, 6000 haddock.
Sch. Evangeline, 3000 cod.
Sch. Margaret Dillon, 4000 haddock, 1500 cod, 500 hake.
Sch. Hope, 10,000 haddock, 1000 cod, 1000 pollock.
Sch. George E. Lane, Jr., 7000 cod.
Sch. Sadie M. Nunan, 7000 haddock, 400 cod.
Sch. On Time, 1500 cod.
Sch. Reliance, 1500 cod.
Haddock, \$3; large cod, \$4; market cod, \$3; hake, \$3.50 to \$6.50; cusk, \$2; pollock, \$4.

Fishing Fleet Movements.

Capt. Christopher Carrigan is here to fit sch. Lottie G. Merchant for south seining.
Sch. Helen G. Wells will be fitted for the southern mackerel fishery.
Schs. Arabia and Horace B. Parker were at Whitehead, N. S., on Wednesday.
Sch. Essex was at Halifax Wednesday and cleared.
Sch. Helen F. Whitten was in on the Nova Scotia coast recently with her foresail badly torn in one of the recent gales.
Sch. Athlete, which was recently ashore at Argyle and on the railway at Halifax to repair damages to her shoe, came off the slip on Wednesday, ready to proceed on her voyage.
Sch. Cecil H. Low of this port was at Boothbay Harbor on Thursday with loss of anchor.
Sch. Senator was at Halifax, N. S., yesterday.